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Potters' Hill,
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The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 22, 1892.

TELEGRAMS.

(From Straits Papers.)
THE FARNELLITES AND THE HOME RULE BILL.

LONDON, October 11th.
At a meeting of the Farnellites Congress it was resolved that the coming Home Rule Bill must give the Irish Parliament the control of the Land Purchase System, the Courts of Judicature, and the Police Force.

PRESIDENT HARRISON'S INSTRUCTIONS TO THE MONETARY CONFERENCE DELEGATES.

The general purport of President Harrison's instructions to the United States Delegates attending the International Monetary Conference is to obtain the best terms possible for the ratio between the gold and silver currency.

THE LATE LORD TENNYSON'S PALL BEARERS.

October 12th.
At Lord Tennyson's funeral, the following were the pall bearers:—Marquis of Salisbury, the American Charge d'Affaires, Duke of Argyll, Earl of Selborne, Lord Rosebery, Marquis of Dufferin and Ava, Sir James Paget, Messrs. Lecky, Jowett, and Kelvin.

MANIFESTO BY THE ITALIAN MINISTERS.

October 14th.
The manifesto issued by the Italian Ministry states that the Italian Alliance fully justify the confidence that peace will be maintained for some years. In alluding to the international monetary conference, the manifesto says that the States forming the Latin Union cannot disagree in their policy at this meeting.

MEETING OF THE CHARTERED MERCANTILE BANK.

October 19th.
At the meeting of the shareholders of the Chartered Mercantile Bank held in London on the 18th instant the scheme of reconstruction was approved. The chairman stated that the management in London was blameless in respect of the frauds on the Bank in India, and that it was proposed to bring "new blood" on the Board of Directors. Several speakers censured the management abroad, and demanded a more effective control of the branches.

LOCAL AND GENERAL.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch, *Dayspring*, will call alongside vessels holding code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE new "White Star" steamer, *Gigantic*, is to be 700 feet long, and 65 ft. 7 in. beam, and is to have engines of 24,500 horse-power. Her normal sea-speed is to be twenty-two knots, but she will be able to make twenty-seven when driven hard.

THE rudders for the two big "Canarders"—the *Campania* and *Lucania*—are made out of a single steel plate weighing, in the rough, about a ton. The vessels themselves when launched, without engines and boilers, weighed about 9,000 tons.

OWING to the pugilistic chief officer of the *Kuon-mo* leaving his ship somewhat abruptly last night the popular Macao liner did not run up to the Holy City to-day. She will sail, as usual, at 7 to-morrow morning, returning to Hongkong in the afternoon.

AT Nagasaki on the 12th inst. a Marine Court of Enquiry into the wreck of the British barque *Harmon*, of Melbourne, near Fusan on the 24th ult. found that the vessel was carried on to the rocks by a current, in a calm, in spite of all efforts to keep her off; no blame is apportioned.

IT is said that an offer of ten shillings in the pound has been made by the Assets Realisation Company for the assets of the New Oriental Bank Corporation. It will be remembered that the first idea was that the creditors would receive something like 15s. to 17s. 6d. It is probable that something between 10s. and 15s. represents what will be the actual outcome of the liquidation.

AT Singapore on the 12th inst. C. E. Miller, who arrived on the M. H. homeward-bound steamer *Malacca* the previous day, at the instigation of the U. S. Consul, was charged before Mr. Kynsey with criminal breach of trust in respect of \$20,000 belonging to the China and Japan Trading Co. at Yoko. On a Police application, the case was adjourned for one week—till 15th inst. The heavy amount of the bail was a cause of general surprise.

THE late commander of the German gunboat *Ilia*, Captain Müller, appears to have experienced a providential escape. The Shanghai *Mercury* states that he was booked to proceed home, after being relieved by Count Basilius, in the late ill-fated *Bohara*; but instead of joining her in Shanghai, it would appear the Admiral Commanding, von Pawels, sent Captain Müller in the *Ilia* to Hongkong, and he thus escaped being shipwrecked on the Pescadores.

A VERY large number of residents, including His Excellency the Governor and Lady Robinson, the General Commanding the Forces and Staff, Commodore Church, a number of naval and military officers and all the foreign Consuls, were present at the *Bohara* memorial service held in the Cathedral this afternoon. The Right Rev. Bishop Hadden, the Rev. R. F. Cobbold, and the Rev. A. G. Goldsmith conducted the service, which was very impressive. In consequence of the late hour, the ship's officers, Mr. Lawson and Lieut. Markham, were present.

AMONGST recent improvements at the Harbour Office we note a well arranged "Tide Informer" which indicates the rise and fall of the local tides. Such a tidal record has long been wanted in Hongkong for the use of masters of vessels running up river to Whampoa and Canton, and it is a wonder that it was not erected many years ago.

AT Shanghai on the 12th inst. at the British Consulate, Capt. Jack Roberts, the well-known Shanghai diver, was presented with the Royal Humane Society's certificate for saving life at sea during the salvage operations at the wreck of the *Holms Edeu* last year. The rescued persons (Chinese) also presented a handsome gold medal. Consul-General Hamner, in the presence of a large number of friends, made an appropriate speech, referring to the aid and assistance imparted to the event by the terrible *Bohara* disaster.

AMONGST the strange passengers who arrived on the steamer *Valle Walla* at San Francisco on the 15th ult., according to the *Bulletin*, was Julius Germand, who for ten years was to exile Siberia. He is thirty-seven years of age, a Hungarian by birth and went to St. Petersburg in 1877 to work at his trade as tanner. He soon became associated with the nihilists, and was for some years the secret messenger of the order and carried messages to Poland, Hungary, Prussia and many other countries. It was while carrying such messages at the time of the death of the Russian Czar, Alexander II., that he was arrested and transported to the Russian capital. He was not tried, but was sent as a political prisoner to Siberia, and the exact extent of his chains will never come to remind him of the horrors of that trip. For two years he was in the prison at the Kara gold mines. There he was, as he tells, kept in a dark cell for almost the entire time. Half of his head was shaved, as is the custom there, and he wore at all times the dark prison garb. Prior to reaching Kara he had put in nine months at the famous prison of Algaishi, and also at Yakutsk, the silver mines at Angalla and the gold mines at Alafka. Finally he managed to escape to Japan, reached Kobe, and securing himself on the steamer *Pura Nang*, landed in Victoria, B.C., on the 4th September last.

THE *Sah-poo* says—More news is at hand regarding the insurrection at the border-region of the Kiang and Hunan provinces. It is stated that the "Ping Nan Whang," together with three other leaders of the rebellious party who styled themselves "princes" have been captured and put to death. The other three leaders, and also Ten and another named Li, are still at large, for whose capture the authorities have made the offer of a thousand taels. The "generalissimo," Mu, has also quitted his position and is now a fugitive in the Tschow district. The cause of the outbreak is attributed to the following circumstances: Four *Koloss* had members were captured some time ago in the Liang Hing, two of whom were put to death immediately after their capture, and the other two were lodged in prison. One night repaired with a body of three thousand men to the prison, and by force liberated their comrades, and bore them away with them. On the authorities and the troops giving chase, some sharp encounters took place between the fugitives and the pursuing soldiers, with the result that many of the *Koloss* were killed. Later on a company of Hunan soldiers were sent to quarters held by the rebels, and he fled, which followed the latter were again defeated with great loss, and driven from their stronghold. Not being able to withstand the troops the rebels fled and sought refuge in the Pingnan Shan. The present force of the rebel party at Wukung Shan numbers but a little over a thousand, and they are not regarded with any serious apprehension, although their presence was dreaded by the people before the arrival of the soldiers. It may be safely predicted that the present trouble will end shortly.

THE "BOHARA" INQUIRY.

The Marine Court of Inquiry into the wreck of the *Bohara* was resumed to-day. Capt. Ramsey presided, assisted by Commr. Woodward, Capt. Hill, Capt. Craig, and Capt. Hill. The following was the list of our last night's issues:

T. Jones Parry, chief officer of the *Bohara*, corroborated the statements of the first officer. Witness held a second mate's certificate. Like the others, he had thought the ship was far from the Pescadores, drifting down mid-channel. Had not been consulted about lying to, but was sure the ship could not have run much longer. After she got into the trough of the waves it was the intention of the crew to go on the fore part of the ship. At 10.15 a.m. a day on a sea, worked on chain cable. The nature of the sea anchored admirably all the time. When the ship struck witness was carried by a wave up to the foretop, and then down to the braces; then he was washed on to the reef. Before striking there was no suggestion of danger. After lying on the port tack, the reason for trying to get on the other tack was to work down channel. Witness got up far enough to clear Ockes. Witness did not think that at 5 p.m. on Sunday there was anything to justify leaving it. The wind never shifted.

SECOND DAY.

Robert Dixon, Government Marine Surveyor, said he held a first-class engineer's certificate. He was at Yoko. He knew the *Bohara*, but she had never come under his survey in Hongkong in his time. *Lloyd's Register* showed a nominal horse-power as 500. To get at actual horse-power it would be necessary to know the mean pressure in the cylinders and piston speed, which were not stated. From comparison with other ships witness would think the most she could possibly indicate would be from 2,000 to 3,000 h.p., but under ordinary sea-going conditions he would estimate 1,500 or 1,600. Her gross tonnage was 2,500, so that the ratio of horse-power to tonnage was above the average. Witness produced a list of other ships for comparison—*Oceanic*, gross tonnage 2,800, and h.p. 2,200; *Partika* (now *Victoria*) 3,100 tons gross, and 3,500 h.p.; *Pembroke Castle*, built about eight years ago, 3,875 tons gross, and 3,000 h.p.; *Nominal* horse-power was a very indefinite term, indeed it would be better abolished, as any more than used by engineers is only estimated and actual h.p. were referred to by them.

William H. Sweeney, fourth officer of the *Bohara*, said he had been in the ship since June 9, 1891; held a second mate's certificate, London, May 1890. Kept watch with chief officer. On Monday (10th) soundings were taken about 5 a.m., by witness, with the Thompson machine, giving 5 fathoms, which was about 10 fathoms. He got to 10 fathoms, and then to 15 fathoms, and then to 20 fathoms. He was not present at the time the ship struck, but he was on the deck at 2 a.m. that day, and was in the foretop when the vessel was wrecked. Could not remember the force of wind, as he did not log it on Monday morning, but imagined it would be about 10 fathoms, or generally steady, but some squalls. No rain. Could not see the *Bohara* half a mile. When the Thompson machine was lowered the weather side (port), the drift of

the wire was under the counter. Some attempts were made to bring the ship round; witness was attending to the fixing of tarpaulins in the mizen rigging, weather side, under the captain's orders. The tarpaulin held all right; the large "bad weather" screen, of new canvas, was also fixed in the mizen, and held. The tarpaulin was a hatchway cover, and some narrow strips, more than half way up the rigging. There were four or five heads in the mizen rigging; the tarpaulin was also stretched to the backstays. These attempts failing to bring the ship up, it was also attempted to "wear" her round; could not say which process was tried first, as he was not on the bridge, and had nothing to do with the wearing.

Commr. Woodward:—Would it not have been possible to bend a storm fore-stay or a storm trysail if you had seen that you were able to put up tarpaulins in the rigging?—No. It is much easier to put up tarpaulins in the rigging than to bend a stay. We simply put the tarpaulin in the rigging and it rolled out against it with the wind.

The President:—But that was not so effective as a sail would have been?—No; but we did not think it possible for the men to have worked at bending a storm fore-stay, nor anywhere before the bridge. The sea was breaking over the fore part of the ship too heavily.

Commr. Woodward:—It was also breaking over the after part of the ship?—Yes.

The President:—Then would it also have been impossible to bend a storm main trysail?—Yes, I think so; in my opinion, certainly impossible.

The President:—Do you mean that in trying to bend the sail there would have been danger to the men, or to the sail?—Both. During the time that the sail was being bent, the ship was rolling and pitching, and the men were on the port beam, so that they could not get on the port beam. The engines were stopped, no matter whether they were going at all during the afternoon. About 10 p.m. when the three heavy seas came in, witness was on the main deck. The sea broke the engine-room skylight and the doors, putting the fires out. Witness was talking to the chief engineer, and heard the second engineer report that the chief officer told him to carry on the skylight and the tarpaulins, which he did. Witness then went below, after finishing about a quarter to twelve; could not be sure of the time, but the second officer was just being called for his (middle) watch, when witness heard somebody say the ship was going ashore. Witness and the second rushed out upon the midships companion, past some passengers who were standing about. On the way up, witness felt a bump against the top of the metel Captain coming off the bridge. The Captain said "It's all over, Sweeney; there is nothing to be done but call the passengers on deck." He stood looking out towards the land; witness put his head down the companion and told the passengers the captain wanted them to come on deck. They stood still in the companion. Witness then called to the chief engineer (the only one among the crew that he knew) but witness did not catch the answer. The ship then heeled over to starboard and the crew came over her which washed witness up under the main-deck. He was then swept shoreward and remembered no more till he was on the rocks. Could then just see two masts; the mizen had fallen, and the hull had disappeared. The reef was not separated from the island by a lagoon, but connected by ridges, with gullies between.

By Commr. Woodward:—Some of the passengers on the companion had lifebelts. Somebody called out "Where are the lifebelts?" and witness replied "In the cabin." The belts were hung up in all the cabins.

By Capt. Hill:—Witness was told the square sails had been split, and he heard a noise at that sort. Did not think any square sail would have been of use in getting the ship round; the sail could not have stood the wind.

By Commr. Woodward:—I know now that it would have been worth while trying something of the sort, but we should certainly have lost some lives, and even then it was not certain we could do it.

Commr. Woodward:—We none of us know what we can do until we try.

Witness:—Yes; but the commander did not want to lose lives. In fact, he had warned me in the morning, about the boats—not to let any of the men get into danger about the boats.

Capt. Hill:—Then you had no idea you were so overboard as the *Pescadores*?—No. I never saw the *Pescadores* until after that, after covering up the engine-room skylight, between ten and twelve, witness went below to put on dry clothes; while in his cabin he heard some of the passengers cry out that the ship was going ashore. It was somebody near the companion; witness was in a passenger cabin, as his own was smashed and washed out by the waves earlier. As he rushed out he heard a commotion, big commotion; he knew what that was. He did not know him, but he met the Captain, who told him to get the passengers out, so he called to them. Big seas were coming over the vessel with great force. Witness had no time to look at the land. He had no lifebelt. At the time the Captain spoke about it, warning passengers, the second officer, who had rushed out with witness, answered "Ay, Sir!" and went along with him, whether to warn the passengers or not he could not say; never saw him again. Witness was carried away immediately afterwards.

Fredrick Ward, quarter-master, said—Between 2 p.m. on Sunday and 2 a.m. on Monday I was at the wheel. I kept the middle watch. The square sails were taken in during that watch. I was at the wheel during that operation, and it was blowing very heavily—force about 7 to 8. The sails were not split when being taken in, but did not come in as easily as witness had been told. It was a "foul breeze." About 2 o'clock p.m. on Monday the ship was brought up to the wind. I put the helm hard a-starboard in accordance with the Captain's orders. She was heading N. 80 E., when about the 10 o'clock p.m. she came round to S. 80 E. and remained between 70 and 80 East, when I was relieved. I was ordered to let the Captain know if she came up to the windward of East. She did so to 12.30 watch on Sunday night, when she headed about South 70 East. I was on deck when the Captain tried twice to bring the ship round on the other tack. At that time the force of the wind was about 8, as far as I know. I am not certain how her head was. She would come up about 3 points off the wind and then drop off again.

By Mr. Parry, the third officer, (we were on the look-out, on the lower bridge) point out land on the lee beam to the Captain. I looked, and saw the land on the lee side. I was sent for and came with the chief officer to the bridge. I heard the Captain say to the chief officer—"There's land on the beam!" Then he turned round and said good-bye to the officers, and he then ran along the deck and I heard him sing out "Come on deck!"—presumably to the passengers—but I did not see him go ashore. About 3 o'clock p.m. after the Captain went off the bridge the ship struck. I then ran and got a life-buoy from the starboard side of the upper bridge. She struck the reef twice and heeled over to port. A heavy sea was shipped that washed me off the bridge. I soon found myself entangled in the funnel guys and wreckage, and lost the life-buoy. Shortly afterwards a *Lascar* hold of me and I was washed up on the beach with him clinging to me.

By Mr. Johnson:—Our duty consisted in keeping a look-out, except when in harbour. At midnight on Sunday I was helmsman. The square sails were not taken in during my watch. I made a mistake when I said they were taken in in my watch.

By the Court:—I heard the sails were not split when taken in—I only heard it. I was below when they were taken in.

John Lewis, quarter-master, said—I had the middle watch on Sunday night, and when relieved went on the look-out. There was then no square sail on the ship. While on the look-out the ship was "brought to." I was called off the bridge to assist, at about 2 a.m. on the Monday. I heard the order, "hard a-starboard," to bring her round. I do not know whether the officers had a watch for a chance to get her round. When I relieved, the wheel at 2.30 a.m. I had orders to keep the helm hard a-starboard. She was heading then about N 60 E. During that watch she fell off to the southward of east, so, in accordance with the Captain's orders, I let her know. I don't know the force of the wind while I was on duty on Sunday night. Had we been in a sailing ship in that breeze we should have been lying to under a "goose-wing" top-sail; there was about all a sailing ship could have carried in that gale. The wind was much stronger at 2 a.m. on Monday than between 2 and 2.30 p.m. on Sunday. When I had been at the wheel about half an hour on Monday afternoon (about 2.30) I got the order from the Captain to put the helm hard a-port to "wear" the ship. The result was that she came round a little, but fell off again. It was tried only once in my watch. The helm was also put hard a-starboard to bring her round the other way, because she wouldn't come round the other way. Our awnings were torn, and the rigging to try and bring her round, but they were blown away.

By Commr. Woodward:—The canvas was not put in the mizen rigging when we tried to wear the ship.

Continuing:—About 2 o'clock on Monday night we shipped a very heavy sea, which smashed in the windows of the wheel-house, so I went to get canvas to put over the wheel-house. A piece of the glass cut the Captain's eye—I saw it bleeding. About 11.30 the ship was near land, while I was at the wheel. Mr. Parry, the third officer, came to the wheel-house and told me to try to save myself. I then lashed a buoy around myself with my scarf. I went on the lower bridge and there saw the Captain who went down off the bridge after saying good-bye to his officers, and to me. In a few minutes a big sea swept those who were near me off the bridge, and a minute later a sea came over the weather side, clean over the wheel-house, and washed me off the bridge into the sea. I fell forward, and the first time I saw the land it must have been about a quarter before midnight.

By Commander Woodward:—I don't think we could have fired a tarpaulin in the main and fore rigging before we tried to "wear" the ship, for water was coming over fore and aft. It was too dangerous. We could get a tarpaulin, or towline, in the mizen rigging because it was easy to get about there—no lumber in the way. The last time I looked at the compass her head was East.

G. H. Prickett, chief officer, recalled, said—Turnabout was never altered. We altered the course on Sunday night to avoid Turnabout. I do not know what the assumed position of the ship was when we "brought to" at 8 p.m. on Sunday night. She was then heading about 13. The conductor of the *Lascar* crew was admirable—all the officers and crew with dispatch. There was no trouble whatever. I am perfectly satisfied with the conduct of the remaining officers and crew.

By Commander Woodward:—Under ordinary circumstances we ran 12 knots, as a rule, in the *Bohara*. We had no repairs effected to the boilers while in Shanghai. I don't know what the working pressure of the boilers was.

Doctor J. A. Lawson, Assistant Superintendent of the Government Civil Hospital, said he was a passenger by the *Bohara* from Shanghai, and was one of the two European passengers saved. He wished to testify to the conduct of Captain Sams and the officers during the storm, and was also asked by Lieut. Markham, of the S. L. I., the other passenger saved, to add his testimony. As far as the passengers could see, the officers stuck to their duty all the time, and witness was astonished how they were able to do it.

FINDINGS.

We find that the British steamer *Bohara*, official No. 6337, of Greenock, left Shanghai for Hongkong on Saturday the 9th October, with the mails for Europe, about 25 passengers and 150 tons of general cargo.

The ship was under command of Captain Charles Dawson Sams, and she had a full complement of officers and crew; that her draft of water was 17 feet 6 inches; that she had a free-board of 13 feet 6 inches. That she was a ship of 2,500 gross tonnage, and indicated H.P. was about 2,200. That leaving Shanghai with a fresh north-east breeze, she soon found this increasing, and on the following day she was running with a fresh gale on the port quarter, having a reefed foresail and whole topsails set. That observations were made at noon that day, but the result of these could not be produced in the Court. That at 8 p.m. that day the ship heeled over by dead reckoning 8 miles east of Tong Ying Island and that the course was then altered to S. 4 W. (true), for Turnabout Island, which, however, was never seen. That wind and sea increased, and the barometer falling, the Captain, after consultation with his officers, decided on "lying to," and the necessary preparations having been made the sails were let out at about 1.45 a.m. on the 10th the ship was brought to with dispatch, the engines going dead slow. That at 6 a.m. on the 10th soundings were obtained in 30 fathoms (dead and slack) and that, soon after it was decided that the ship should be put on the other tack to prevent her getting any further to the eastward. In coming to this determination, it does not appear from the evidence of the remaining officers, or any anxiety as to the position of the ship, with regard to the land was felt by the Captain. That repeated attempts were made to bring the ship round ahead to wind, the engines being put full speed ahead and the helm hard over, but she only came up a few points and then fell off again. Attempts were then made to "wear" but she

also refused to "goport" and after these unsuccessful attempts the decision seems to have been abandoned, the Captain still believing the ship to be on the China coast and not in a dangerous position with regard to any land. At noon on the 10th the barometer was still falling and the wind and sea, as described by one of the witnesses as "terrific." The engines had been stopped to prevent any forging ahead and the ship was lying beam on to the sea which cleared her port side, between 10 a.m. and noon, of all boats, gangways, bulwarks, etc., and during the afternoon other boats were washed away and further damage was done. That about 9.45 p.m. three heavy seas broke on board which stove in the engine-room skylights and put the stovehole fire out, and from that time the ship was at the mercy of the wind and sea. At 11.30 p.m. land was suddenly seen close on the lee beam, and the Captain, seeing it was "all up" with them, said "good-bye" to his officers on the bridge, remaining, but all that was possible had been done. He then went below—it is supposed to warn the men of the condition of things. He was never seen again. A few minutes after this the ship struck on Sand Island (Pescadores), rebounded, struck again and sank immediately. The chief third, and fourth officers, two quarter-masters and 16 *Lascar* seamen were washed off the ship and reached the shore alive, also two saloon passengers, and the passengers were lost. The survivors remained on the island till the next day when they were taken by some fishermen to the neighbouring island of Pehoe, where they were well treated by a native priest, and then to Makung in the island of Ponghoo where the Mandarin received them and cared for them with the greatest hospitality till they were taken over by the steamer *Thalys* (Capt. A. E. Hodgins) and carried to Amoy, from whence they were taken in H.M.S. *Porpoise* to Hongkong.

The Court has carefully considered the evidence brought before it concerning the deplorable disaster; the evidence consisting only of the accounts given by the survivors so far as their memory serves them. Upon this evidence the Court has formed the following opinion:—That the loss of the ship is to be attributed to her being drawn over to the Eastern side of the Formosa Channel either through "head" or "stern" blowing to or through a current setting more southerly than was expected and calculated for, possibly to both of these causes; that the captain, seamen and unremitting in his attention to his duties. The ship was not run too long and the precaution of "lying to" was taken in good time. But we cannot help thinking that he committed an error of judgment in too readily concluding afterwards that the ship was drifting on a safe course and that in consequence more strenuous efforts were not made to get the ship round, or that the wind-tack, though the sounding obtained and the directions made for the purpose of determining the direction of the drift, seem to have assisted in confirming him in the belief that his estimate of the drift, course and set was correct, and in this estimate on he was supported by the opinion of his officers. Assuming, however, that the position at 8 p.m. on the 9th was correct, and there is no reason for supposing otherwise, then allowing a speed of 12 knots with a set of a knot and another knot with a set of a knot, the ship was probably making 14 knots an hour good. That on a course for Turnabout would place the ship at the time she was "brought to" about 21.5 miles S. W. of Turnabout. From this position Sand Island is S. by W. 8 miles, and this then was the actual set, and the time of drift during the 22 hours between the time of "brought to" and the time of the ship's sinking, which was about 3.5 knots an hour, which, at the rate of 14 knots an hour, would place the ship at the time she was "brought to" about 21.5 miles S. W. of Turnabout.

Therefore, the Court is of opinion that the circumstances does not appear unlikely, but therefore feels assured that if the ship had been put on the other tack or if means had been adopted for checking her drift and keeping her more to the sea this lamentable catastrophe would probably not have occurred. They come to this conclusion regretfully because they feel sure that if the possibility of the drift taking the ship off the coast had been considered by him to extricate the ship from its perilous position, it is necessary, to be borne in mind that the Court's calculations are based on present knowledge which was not in the possession of the Captain and officers at the time of their calculations.

The Court is further of opinion that it would have been well if at or about the time of "lying to" the additional precaution had been taken of heaving some strong canvas.

The ship appears to have been well found and not overladen, and though not heavily powered as some more modern vessels still, she had sufficient power in proportion to her tonnage to make her a thoroughly seaworthy vessel.

Proper discipline appears to have been maintained on board. The conduct of the crew was, according to the testimony of the officers, entirely satisfactory. The Court has also before it the voluntary testimony of Dr. Lawson, one of the passengers, and of Lieut. Markham, in which testimony he is supported by Lieut. Markham of the Ship-shed Light Infantry, the other surviving passenger.

Finally, as we do not find that the loss of the *Bohara* was caused by the wrongful act or default of any certificated officer, and as no blame attaches to them, the certificates of the survivors are not dealt with.

The Court desires particularly to notice the humane conduct of the people amongst whom the survivors were cast, and the kindness with which they relieved their immediate wants, and the Mandarin at Ponghoo, who, it appears, treated them with the greatest kindness and hospitality. Given under our hand at Hongkong, this 22nd day of October, 1892.

J. Murray Ramsey, Retired Commander, R.N.
J. Horatio Woodhead, Staff Commander, R.N.
A. E. Hodgins, Master, steamship *Thalys*.
John P. Hill, Master, steamship *Bohara*.
Hugh Craig, Master, steamship *Manila*.

we will adopt the usual custom and take them as read. The year 1892 proved a particularly good one for this company as is shown by the statement of account now presented. I do not think it calls for any particular comment on my part, it speaks for itself and I can only hope we may have other years of equal prosperity. With reference to the present year's working, I am happy to inform you that it is progressing satisfactorily; our losses are not above the average of recent years, whilst the profits are some what but a slight decrease, which is to be accounted for by a continuation of underwriting at some of the branches which we thought advisable to make. Since the date of the report, we have no further losses of importance to advise. By the English mail *Bohara*, the loss of which steamer has cast such a deep gloom over the Colony, we had a large line, but it will be satisfactory to shareholders to learn that the reinsurance of the whole of it was effected in London, and our ultimate loss thereby will not be great. It does not occur to me to make any further remarks but before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may put.

Mr. Bird said he did not think it necessary to make any remark on the report; he thought all the shareholders must agree with him in expressing the greatest satisfaction with the management, and in thanking them for the able manner in which they had conducted the business.

There being no questions, nor further remarks, the Chairman proposed the adoption of the report and accounts.

Mr. Bird seconded the motion, which was adopted.

On the motion of Mr. Wood, seconded by Mr. Morris, the consulting Committee (Messrs. Dalrymple, Dr. Sassoon, T. E. Davies, D. Gillespie, and C. P. Chater) were re-elected for the year.

On the motion of Mr. Dymally, seconded by Mr. Morris, Messrs. G. S. Coxon and Fullerton Henderson were re-elected auditors.

That concluded the business of the meeting.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE OPIUM NUISANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir, Please allow me to express my widely-circulated paper for the publication of the following:

On returning to Hongkong from Stonecutters Island, at about 4 p.m. last evening, when our boat was due to arrive at about 200 yards, we were held by the people in the O.T.M. bulk, moving in close proximity to the Island to bring to a halt for the purpose of the boatmen informed me of being searched; but for no reason known to me.

I intended to go on as being asked, as I was very busy, but I could not do so, as I was held by the people, and I was told to get out of the boat, and to avoid trouble, I submitted.

On arriving at the shore, I demanded to know what the reason was for the search, and the head of the people on the Island, who had been told to search, replied, "I volunteered to search, we searched your boat once more for Hongkong, having in the meantime lost half an hour's valuable time for nothing."

N. W. Editor, will you kindly inform me and the public at large what regulation or authority empowered these men, these European (and the M.T.I.) who, when they were called, they were to act as they did? Surely this matter requires to be brought into the open, and the Chinese Imperial Customs are to be made to be the better.

Thanking you for the favour, I enclose you my card and beg to remain,

Yours faithfully,

MILITARY.

Hongkong, October 22nd, 1892. [They had absolutely no authority to halt you, and you ought to have known better than take notice of them. Under the Prepared Opium Ordinance, the Police are empowered to search Chinese after landing at a wharf, and the search must be properly conducted; but nobody but the police can stop any boat in the harbour under any pretext whatever.—Ed., *Hongkong Telegraph*.]

NEWS BY THE AMERICAN MAIL.

The Pacific Mail Co.'s steamship *China*, Capt. W. B. Seabury, which left San Francisco with the American mails of Sept. 28th, arrived in harbour this morning. For the subjoined telegrams we are indebted to our San Francisco exchanges:—

LONDON, September 23rd. The Associated Press correspondent has authority to state that though Mr. Morley cannot advise the wholesale discharge of prisoners convicted under the Coercion Act he is considering every case in itself and is hopeful of overruling every conviction within a month. He has also decided to release every one of these prisoners unless he is an offender under the common law. Concerning Government protection of tenants who have been evicted from holdings, practical steps will be taken in October. In view of Morley's decisive intervention, the eviction campaign of the Tory landlords shows signs of cessation.

ST. PETERSBURG, September 24th. The *Novosti* publishes an article in regard to a mission headed by General Roberts to the Amer. of Afghanistan. The *Novosti* says the mission is calculated to lead to the absorption of Afghanistan by Great Britain, which would cut Russia off from a route to the Indian ocean. The paper declares that this mission is creating a much greater motive for an Anglo-Russian war than the Pamir matter.

BERLIN, September 24th. The Emperor started yesterday for Rome on a boat and derv-bunt. He will return to Berlin at the end of the week to go to meet Emperor Francis Joseph at Vienna on October 9th. On the way to Vienna he will stop to attend the golden wedding of the Grand Duke of Saxe-Weimar.

Despite the discontent on every side with the new law restricting Sunday trading, the Government has decided to maintain it, but will authorize the communal authorities to relax the provisions where they really interfere with the personal comfort of the inhabitants. The Emperor, speaking to a member of a Berlin corporation, said a working people would soon learn the distinctive value of Sunday repose and leaving once tasted it would never desire to relinquish it.

The Foreign Office has notified William Walter Phelps, the American Minister here, that the Government will take measures to have Germany represented in the various congresses to be held at Chicago next year.

A committee of the German Union of Bankers has approved the participation of Germany in the international monetary conference. The banks eagerly watch the movement of silver and gold, and are now especially interested in the Austro-Hungarian convention toward a gold currency. The gold received by the Austro-Hungarian Bank within the last six weeks amounted to 35,000,000 florins, including 10,000,000 Austrian schillings. The meeting at

new gold coins is about to commence. The Austrian Finance Minister will issue a gold loan of 10,000,000 florins for minting purposes. The Hungarian Finance Minister announces that the Government is so fully provided with gold for the mint that it will not ask a loan. It has 15,000,000 florins in gold, with the prospect of receiving 30,000,000 from the surplus for the year.

WASHINGTON, September 24th. A design for the 10,000,000 sovereign half-dollar was agreed upon to-day by the World's Fair people and Mint Director Leach. The face of the coin will contain Lotto's head of Columbus and the reverse side a caravel, under which will be two globes. Across the globes will be the figures "1492." Under the globes will be the year in which the coin is struck, 1892. Director Leach, speaking of the matter, said he hoped to have 1,000,000 of these half-dollar sovereign pieces struck this year and the remaining 4,000,000, early in 1893. This is the design sent to Washington by the artists at Jackson Park, and it is believed that the sovereigns will be the most artistic coins ever struck at the Mint.

LONDON, September 24th. A movement is on foot, originating in the suggestion of John Murray, the publisher, for the purchase of ground near the Damascus gate, Jerusalem, which the late General Gordon and others identified as the actual site of the sepulchre of Christ. The proposition has resulted in offers of money covering the whole sum required, £5,000. It will buy freehold of ground and maintain the tomb and protect it from sacrilege and decay.

According to the latest announcement, the marriage of Prince Ferdinand of Roumania and Princess Marie, the daughter of the Duke of Edinburgh, will take place on January 20th at St. Petersburg, Prussia.

A dispatch from Paris says Augustus Bismarck and Bismarck Bohlen have resigned their posts in the German army owing to Emperor William's alleged offensive remarks about the Bismarck family.

LATE TELEGRAMS.

LONDON, September 29th. An article by Mr. Redmond has appeared in the *Nineteenth Century*, in which he says that the Parnellites do not ask for the repeal of the Union, but only for its re-adjustment. He admits the supremacy of the Imperial Parliament, while demanding that an Irish Parliament should have unfettered control of Irish affairs, including those connected with the land, the magistracy, and the police.

ST. PETERSBURG, September 30th. Mr. Alferman Knill, a Russian Catholic, has been elected Lord Mayor of London for the coming year. There has been much opposition to his appointment, owing to his refusal to attend Protestant services, and his insistence upon his chaplain being a Russian Catholic.

It is reported that the directors of the Suez Canal Company have decided to reduce the transit fee to half a franc per ton from 1st January next.

In a manifesto issued by the MacCarthyites to Irishmen abroad they declare that the prospects of the party are improving, and reject at the abolition of coercion, which is a surety for Home Rule. The Government, they add, has pledged itself to pass a Bill which shall be subject to Irishmen, and if the House of Lords reject it will be a failure. The manifesto concludes by appealing for help for the evicted tenants, as funds have been exhausted over the late elections.

Major-General Lord Methuen, commanding the Home District, inspected the First Life Guards at Windsor this morning, and begged of the men who were guilty of recent misconduct to confess, so as to enable him to deal with the matter as acts of individuals instead of as a collective act, and thus avoid the stigma attaching to the whole regiment. Nobody, however, replied.

Conservative, September 30th.

The reply of the Porte to the Russian note protesting against the recent cordial reception of General Stambouloff, the Bulgarian Premier, by the Sultan, affirms a respect for the treaty of Berlin, which it has no intention of violating, and does not wish to wound the feelings of Russia.

LONDON, October 1st. A Swedish ship came into collision with the *Peninsular and Oriental steamer Chusan* in the English Channel. The *Chusan* was damaged and remained to docks, and will be unable to proceed for a few days. The *Chusan* was bound for Calcutta.

It is officially announced that Lord Rosebery has requested the British East Africa Company to occupy Uganda until March 31st, in order to facilitate its evacuation. The Government, meanwhile, will give pecuniary aid, but reserves freedom of action as regards the future.

Mr. S. Whitbread, the Liberal candidate, has been elected Member for South Bedfordshire, in place of Mr. Cyril Flower, who has been raised to the Peerage, having polled 4,800, against Colonel Oliver Duke, the Unionist candidate, who polled 4,600.

ST. PETERSBURG, October 1st. A Russian scientific expedition, under M. Potanin, aided by Government subsidies, is about to start on a two years' expedition of Eastern Tibet.

LONDON, October 3rd. Mr. William O'Brien, speaking at Newcastle yesterday, said he felt satisfied that the Commission appointed by Mr. Morley to enquire into cases of evicted tenants was a certain precursor of an effective measure to relieve them.

The *Times*, in an article commenting on the fall in the value of the rupee, says it is impossible to expect its restoration to its former gold price. The article regards the contingency of the whole of the American silver reserve being thrown upon the market as improbable. The salaries and wages of Europeans—whether Civil or Military officials or mercantile employees—in India must, the article adds, be revised so far as their expenditure has to be defrayed in gold.

VIENNA, October 3rd. The Emperor Francis Joseph, in replying to the Delegation, said the foreign ministers of Austria were most friendly and truthful, and that the co-operation of the powers forming the Triple Alliance continued to exercise a peace-maintaining effect.

Count Kaloky, addressing the Delegation, warmly approved Lord Salisbury's foreign policy, in which he foresaw no change.

LONDON, October 4th. It is officially announced that the International Monetary Conference will meet at Brussels on the 10th November, and that the number of those participating in it will be eighteen.

The steamer *Chusan* has been repaired and has started again on her voyage.

The British East Africa Company has accepted Lord Rosebery's offer to occupy Uganda until the end of March.

October 6th. At a meeting held in Dublin, yesterday, of the Irish Landholders' Convention, a thousand and seventy members, and the number of those participating in it will be eighteen.

The epidemic is still spreading in Budapest. A case of cholera has occurred in Dublin; the epidemic is still spreading in Budapest.

The International Bear Race between "Eight" of the London Police Club and "Eight" of the

Circle de l'Avion, which has excited great interest, was twice yesterday on the river Seine. The course is about two miles along between Conflans and Corbeil and is fairly straight and sheltered from wind by hills on both sides. The race was rowed in pelting rain and resulted in a victory for the Frenchmen, who beat the Londoners by two and half lengths. There were few spectators present owing to bad weather.

A dock labourer has died of cholera at Cork.

CALCUTTA, October 6th. News has been received of the proposed voluntary liquidation of the Chartered Mercantile Bank of India, London, and China; business in the east being probably taken over by a new or reconstructed company. Depositors would be paid in full, shareholders alone probably suffering to a small extent.

The Black Mountain military expedition has taken the field. A reconnoitring party of the 6th Gurkhas has found the villages of Karor, Manjokote, and Dohkara all deserted by the inhabitants. The party travelled through the whole of the lower Madokh country; they saw no hostile gathering anywhere. The 6th Rifles and the No. 9 Mountain Battery encamped on the right bank of the Indus last night, about one mile from Tawara; the rest of the 2nd Brigade crossed this morning, when the whole Brigade proceeded to Manjokote by road. A party reconnoitred yesterday. One Brigade will be bivouacked at Manjokote. A platoon is being thrown out in the direction of Balo. No news of any move of any Hinduist fanatics, and no sign of any enemy visible from Manjokote.

The first brigade advanced from Palost up the hill and bivouacked at Wale last night, and the advanced party reconnoitred the road to Balo. The second brigade bivouacked at Manjokote, and both marched on Balo at daybreak. No platoon have been fired into. The country is deserted. A few men are visible on the heights south of Balo and appeared to be armed. Both brigades occupied Balo by 7.30 a.m. without opposition, its towers are being dismantled. The troops start back this evening.

The Oriental Bank has begun to realise its estate at Bombay, and has sold its premises for three and three-quarter lakhs.

AMOI.

(FROM OUR CORRESPONDENT.)

Amoy, Oct. 6th. In my last letter I informed you of the death of our local Marine Surveyor, Captain Combs, and now I can inform you that Captain Combs, an American, who was arrested at Peking, and who on the point of his departure for Hongkong by the steamer *Glen-garry* died this morn. It seems that on the news of Captain Combs' death he went up to his cabin, and he was found dead. He was a very brave and noble man, and he was a very good friend to the Chinese people.

The steamer *Formosa* has been wrecked on the coast of Formosa, and a number of lives have been lost. The steamer was carrying a large cargo of goods, and it was a very bad accident.

The German ship *Eda*, which left Newchwang for our port in August, is fear a "gone case." As I wrote you in my last letter, she has not turned up yet, and I am exceedingly sorry to say that she has not.

I am also sorry to inform you that a telegram has been received from Holland with the information that Mr. Hamel, the late Netherlands Consul at this port, is dead. Not long ago I had occasion to inform you that he had been removed from here, in charge of two foreign kraters, and he unfortunately died by an attack of sudden insanity.

Three Dutch gentlemen arrived here recently from Holland to study the Amoy dialect, to enable them later on to converse freely, and to assist in the management of the Chinese emigrants who go to Java and Sumatra.

Our well known favourite resort for visitors to Amoy, "Hauzenell's Hotel," has improved its reputation rapidly, under the able management of Captain Heilig. I understand a matrimonial expected at an early date from your port, to assist in the management, so as to insure a greater degree of comfort for ladies and children patronising this fine hotel on the beautiful island of Kalang—*Shanghai Mercury*.

NAGASAKI.

(FROM OUR CORRESPONDENT.)

NAGASAKI, October 6th. The French flag ship *Trojan* has arrived here from the north, and is impounding quite an imposing touch to our small little harbour. Another arrival from the north, from some Kamchatkan ports I believe, is the German "cruiser" *Ingol*, with that congenial and popular of skippers, Captain Jesselsen, in charge. I hear she has a very valuable cargo, estimated at about \$750,000, consisting of furs and ivory; the latter being mostly walrus tusks and fossil mammoth teeth.

In my last letter I gave you, owing to a fault of mine, a wrong name for the Australian barque lost on Craigie Island, on the 27th ultimo; it is not *Namoa*, as I understood at first, but *Margaret*, and was bound from Cheloo to Olga Bay and was commanded and owned by Captain Combs. She struck on the rocks, (carried there by a heavy gale), and was abandoned on the following day, the 28th. She had several holes knocked into her bottom and sank about a quarter of an hour after she had been abandoned. The Captain and his daughter, the latter with a baby, arrived at Fusan during the afternoon of the 29th ultimo, and another boat arrived on the afternoon of the following day with three Malays and several Chinese sailors and passengers on board the latter boat landing about thirty miles at the latter port, Fusan, on the 1st instant. The *Margaret* was a very fine vessel, but the latter being mostly walrus tusks and fossil mammoth teeth.

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of the carrying trade in that quarter hitherto enjoyed by the Japanese. Since writing the above I have picked up the following additional particulars about the stranded barque *Margaret*—The Captain and his family were very considerably cared for by a missionary at Fusan, Dr. Hardie, while the Chinese members of the crew were taken charge of by the Chinese Consul at the same port, and the rest of the party put up at a Japanese hotel. The cook of the wrecked vessel arrived at Fusan overland. I am glad to inform you that Fusan have been taken here to start a subscription in behalf of the distressed mariners.—*Shanghai Mercury*.

SOOCHOW.

(FROM OUR OWN CORRESPONDENT.)

October 14th, 1892. The mission of the American Methodist Episcopal Church, Soochow, has just held its annual meeting in this city. Bishop Kew presided. On Sunday the 9th instant he preached an excellent sermon on the missionary's need of the Holy Spirit. This mission proposes to enlarge its forces in the near future. Its tone is hopeful and aggressive, forward, onward, *nullum in salutem retrogratum*.

A few days ago I was in Wooshi. The Roman Catholic mission premises, destroyed during the riots in June 1891, have been rebuilt there. They are considerably larger than those burnt down, but the position of the main building seems to have been altered, so that while the mass of buildings is larger than before, the church will not present so conspicuous a front to the view of the traveller on the canal as the former edifice did. The roof is nearly finished, but the tower has not yet been completed. In addition to this large church at Wooshi, several other smaller ones have been built in the surrounding region. The Catholics can say of their work as a whole, that it has come out of the fire *fructum non ignis*.

The country people give a sad account of the rice crop; work day and night pumping water into the fields; men and women worn and weary; cattle worked till foot-sore; and after all, a poor harvest. To a careless observer the rice seems flourishing, but close inspection shows that about half of the heads of rice contain empty chaff. In the city the price of grain is about forty per cent higher than usual. In this sombre picture there is one ray of brightness; the farmers have perfectly clear weather for gathering their grain.

Since the first of October pheasants and wild ducks have been seen in the shops, but the ducks are not so plentiful as they will be in a few weeks.—*N. C. Daily News*.

HANKOW.

(FROM OUR OWN CORRESPONDENT.)

October 11th, 1892. I would like to state the fact that Wu Tsching had been able to assume the governorship of Hubei without the least trouble being made by anyone. At the eleventh hour the students resolved to behave with all decorum, provided no attempt was made to introduce foreigners into the city. They turned out in their thousands to receive his Excellency, when he landed, and were treated to find no signs of the presence of the hated ones. However, it was quickly ascertained that the Chinese in the procession were empty, in ignorance of the modest dimensions of his following, the authorities had no doubt sent down too many, and the conclusion was drawn that but for their vigilance there certainly would have been devil in the street.

Had the new Governor contemplated taking any immediate steps in connection with the anti-foreign agitation, there has now been time to hear about them, but nothing has as yet been done. Probably more important matters have occupied his attention. "He springs eternal" that the registers are on the eve of getting a genuine down-setting, and the iron gates of Hubei are shortly to be thrown open; but somehow our expectations with regard to these things seem always doomed to disappointment. It is now certain that no British gunboat will visit Chongking this year, and probably no British Consul either, unless the case goes in a native suit. The Chinese, however, are not at all disposed to propose an expedition to show the enemy that even behind the walls of Chongking they are not beyond the reach of the foreign arm, it is most likely that that contemptuous city will be treated to a severe lesson.

Our Municipal Council has shut down on Professor Anderson, the magic man, and intimidated him from giving further entertainment. In the conclusion. They were bringing down to our quiet streets a nightly horde of natives, some of whom not only were a great deal of trouble, but when the horde in front of his godown was found to be on fire, it was considered time to ask him to go elsewhere. There was no proof, but it was considered not at all improbable that some unreasonable native had set a light to it in order to have more entertainment than he paid for. This incident must be rather a disappointment to the Professor, as his show had always been a success, and he was to have a performance on the 10th inst. in connection with the week-day once, in order to harvest all his house coin.

Our fire brigade are to have their first parade to-night, and in full uniform. It will be worth seeing, and, we trust, the steamer will not wait.—*N. C. Daily News*.

SHAOSHING.

(FROM OUR CORRESPONDENT.)

Shaoshing, October 3rd, 1892. A proclamation has just been issued by the two chief magistrates of this prefecture by order of the Prefect, complaining of the tin-fall workers, or rather the master of the tin-fall factories, for being in arrears with their subscriptions for the support of the tin-fall hospital in this city. If the voluntary principle of benevolence fails in China, the compulsory principle is soon brought into play. The donors in the tin-fall, it seems, are not only taxed as in some of the tin-fall, but they have an import laid upon them of half a cash for every bundle of tin-fall consisting of 3,000 sheets, for the support of the hospital in this city. They are not threatened with punishment or penalties of any kind in this proclamation, but they are reminded that as their trade is greatly prospering they must pay up not only old standing arrears, but must increase their subscription from 500 strings of cash to 400 strings a year, which means about \$400 as the price of the dollar goes now, and they are urged to let their feelings of benevolence have free play. Of course the wealthy and charitable people give also, but there are a few trades and professions which are supposed to "pay willingly" or unwillingly, a certain tax to help keep up these establishments. The three chief trades in this city which are distillers of whiskey, the makers of soy or Chinese beehives, and large dyers firms. Thus, if the benevolent fail, the Chinaman knows where and how to make up the deficiency. It appears that Europe was before China in establishing foundling hospitals and orphanages, yet the former has nothing in this respect, whereas the latter, against the latter, as the saying is, institutions goes back no further than the 16th century, and the

free cities of Germany were first in the field, though it is a strange coincidence that in the very same year—1697—when A. H. Franke established his famous orphanage, one containing accommodation for 400 children was commenced in Canton! But most of these benevolent institutions in China, some of which are partly supported by government, are of the way mentioned above are of modern origin, and perhaps they multiplied faster after the introduction of such establishments by the Roman priests. The different modes adopted to raise supplies in connection with these houses are interesting and ingenious, but the peculation and want of honesty on the part of the managers of such places vitiate all the forcible arguments and touching appeals made to induce the people to contribute liberally to their support.

The real prefect himself, Hui Tsching, is said to have arrived, having referred this fruitful field and well-watered plain to the offer of the Shanghai Tientsinship! The latter place is too onerous a position for one who likes to take his ease, enjoy theatricals, and be free from the minute criticism and annoying "misrepresentations" and censures of western barbarians.

One of his right-hand men, Mr. Yli, has entered upon office and has announced himself to the public by issuing "prohibitory edicts" the commencement of his administration in the district of Kwei-ki. (1) It is strictly prohibited to stir up litigation, (2) opium dens are not to be tolerated, (3) gambling-houses are not to be tolerated, (4) singing women and resident prostitutes are not allowed a place in the city, (5) cheats and vagabonds are not to impose on the simple and honest, (6) cut-purses and petty thieves must be cleared out, (7) those coming peddlers who involve the innocent in so-called trouble and expense must be cut off, (8) it is strictly prohibited to privately kill or even kill through the fields, (9) all drunkenness and quarrelling in the usual restaurants and streets must immediately be put down, (10) it is strictly laid upon all to value human life and not be guilty of drowning or murdering female infants. These ten prohibitions if carried out fully no doubt would greatly help to cleanse this city of much of its moral filth and corruption. Alas! I fear all will end in smoke!—*Shanghai Mercury*.

THE SACRIFICE OF LIFE.

Thousands of lives are sacrificed annually because mankind are not educated in the first rudiments of hygiene and life-preservation. Simple ailments are neglected. The debility increases, and some fatal disease attacks the victim, and all life's pleasures depart, existence becomes a burden, life a trouble, and all because mankind is so apathetic and regardless of the signs nature sends that the vital strength is declining. All cases require immediate attention before it is too late, and a course of Clements Tonic invariably has the effect of immediately restoring perfect health. Miss Eva Brown, daughter of Sergeant Brown, Albany, N.S.W., writes on June 16, 1891:—"The following particulars of my case are furnished on behalf of the afflicted, trusting they may be the means of restoring others to health. For eighteen months I was extremely debilitated, the doctors being of opinion that I had overdone my strength. My disease is known in medical circles as anemia or poverty of blood. Faint invades all parts of my body; I suffered from general languor, extreme weakness, listlessness, depression of spirits, indigestion, feeble appetite and disturbed sleep. My body presented a bloodless appearance; my lips were pale and the skin like wax. I was under several doctors who prescribed for me; but their treatment did not alleviate my sickness. I imagined that my constitution was breaking up, and as the disease progressed I became more nervous and hysterical. My sufferings were also greatly increased by a shock to the nervous system received last year, when a railway carriage in which I was seated caught fire. When my case was most critical and gave serious apprehensions to my friends and myself, I started on a course of Clements Tonic, which I took in conjunction with Dr. Fletcher's pills. The first two bottles effected a great improvement, and I could walk up my foot again, and my general weakness and nervousness vanished altogether. I took about twelve bottles of Clements Tonic, and my pale face is now replaced with the hue of health, and my recovery is as complete as it was speedy." D. W. Carter, Esq., of the same city, also writes: "During the past twelve months I have suffered from a general breakdown of the system, and being of a bilious disposition, I suffered acutely from indigestion and the train of distressing effects, most particularly sick headaches. Six bottles of Clements Tonic and a few boxes of Fletcher's pills effected a radical cure, and I shall always be glad to certify accordingly."

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